

THE SMOKY MOUNTAIN PHILATELIST

JOURNAL OF THE ASHEVILLE STAMP CLUB



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THE ASHEVILLE STAMP CLUB

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ELECTED OFFICERS

President: Robert Taylor
828-447-4699

Vice President:
Bob Bouvier

Treasurer:
Stan Kumor

Secretary:
Jay Rogers

APPOINTED POSITIONS

50-50 Fundraiser: Lucille Lamy

Auctioneer: Jay Rogers

Membership: Larry Oliver

Journal Editor: Randall Chet
Email: randallchet@gmail.com

WHO TO CALL

If you cannot make a meeting, club event, presentation, or have a question or a suggestion, please contact:

Robert Taylor
828-447-4699

GENERAL INFORMATION

The Asheville Stamp Club meets at Deerfield Episcopal Retirement Community, 1617 Hendersonville Rd, Asheville, NC in the Blue Ridge Room of the Community Center at 1:30 pm on the third Sunday of each month. Bring stamps and covers to sell, trade, or show. There are Nickel Boxes and Envelopes of stamps with new material being added all of the time. The Club's 2017 Scott catalogs will be at the meeting; 2019 World Classics, US Specialized. As always, there will be the 50-50 Drawing and Door Prizes.

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PRESIDENT'S LETTER

This letter is just a "thank you" to all of you who continue to support our very active stamp club. With each meeting, I remain thankful to all who pitch in with your comments, volunteer efforts, suggestions and your efforts to assist our new members. That's what makes a successful stamp club. We are blessed to have such a magnificent meeting room which is set up for us by the maintenance staff from Deerfield. I really look forward to our future meetings beginning with our May 19th get together which will be our always popular members auction. Till then, please enjoy our great hobby.

Best regards, Robert

EDITOR'S NOTE

Not much to say this month, except for a sincere apology for the delay in getting this issue out to you. I had my hands full with our trip to Bellefonte, and my subsequent illness and ear infection. Frank helped immensely by writing about our adventure and I was able to contribute a Revenue column. I also want to thank Don for a preview of his HPO presentation, and guest Tom Krill of the Henry Clay Society for his contributions. If you have an idea for an article, please contribute! I will be starting on the next issue in a couple of weeks and hopefully our next issue (July -August) will be released on time!

Email your articles, letters, classified ads, auction items, and comments for the Smoky Mountain Philatelist to Randall Chet: randallchet@gmail.com
Deadline for the July-August 2019 issue: June 25th

ASC MEMBERSHIP APPLICATION

DATE _____

NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

PHONE _____

EMAIL _____

COLLECTOR **DEALER** (CIRCLE ONE)

I COLLECT _____

RECOMMENDED BY _____

Please print, fill out and bring to a club meeting with \$10 payable to ASC, or send to Jay Rogers, Secretary ASC, 15 Hickory Court LN, Hendersonville, NC 28792.

CANADIAN PRECANCELS AN UNDERAPPRECIATED SPECIALTY

Bob Bouvier

I just recently presented an introductory-level program to the club on Canadian precancels covering their history and types including perfins (see our web site for the presentation). My audience asked several good questions I wasn't able to answer to my satisfaction. I consulted the Precancel Handbook, now over 30 years old, seeking some answers but I came away feeling/hoping much more has been learned since it was published. I sent an inquiry to a noted expert in Canada and received his responses. I am adding them to my own research results.

1. Did Newfoundland have any precancels? PEI?

There were no precanceled stamps made with Newfoundland issues; however, Canadian precanceled stamps were available and used in Newfoundland.

2. Just how and by whom were the stamps overprinted? Bars? Town and city, etc.

I see now that I've skim-read through the handbook again that the production process wasn't universally standardized. The absence of many records complicates the research. The early Bar types were produced in specific towns but with a few exceptions it is speculation to say they were made for only one town. The only way to tell is to study covers which show the town of origin.

3. Early bar cancels – are they all from different post offices? Do we know which ones? Is there any way to discern a chronological order?

Chronology of the Bar types is largely unknown except that you can tell roughly when they were used by the listings in the catalogue which shows which stamps they were used on.

4. Did the PO approve the perfins? Who did them?

Perfins were approved by the Post office federally and the specific perforators were mainly made in the USA. This is speculation as only 3 perforators are known to have survived and I believe all were manufactured in the USA.



I announced my imminent departure for Texas at the meeting of 19 May. My wife and I have decided to relocate to San Antonio to be near our grandchildren. I will miss all of you, both individually and as a group. The Asheville Stamp Club is a top-notch stamp club and I will continue my membership to support it and to keep up with its activities. As of 18 June, while we wait for our new home to be built, my address will be 16650 Huebner Road, Apt. 713, San Antonio, TX 78248. My email address will remain unchanged. If any of you ever travel to San Antonio, I hope you look me up. I will be active in club activities with the San Antonio Stamp Club that meets every Friday evening with a rotating schedule of diverse activities – something for everyone.

– Bob Bouvier

BONSAI ON STAMPS

Tom Krill

The Henry Clay Philatelic Society had a very successful Spring Stamp Show on April 6 and 7 with more exhibits than usual. My two frame exhibit of Bonsai on Stamps was very well received. Veterans of our club said it was the best new exhibit in many years and that if I could reduce it to one frame or develop it to 5 frames it could be national stamp show contender.

Three of the local bonsai enthusiasts visited, one of whom, Joe Graviss is a board member of the American Bonsai Association. They all agreed that it would be very well received at Bonsai Expo at the North Carolina Arboretum in Asheville October 12th & 13th.

| BONSAI | |
|--------|---|
| Plan | |
| 1. | China |
| 1.1 | Chinese Origins |
| 1.2 | Penjing |
| 1.3 | Hong Kong |
| 2. | Taiwan |
| 2.1 | The Eighteen Scholars Issue |
| 2.2 | Taiwan Issues 1985 and 1990 |
| 3. | Japan |
| 3.1 | Japanese Bonsai Origins |
| 3.2 | Early Depictions on Stamps and Souvenir Sheets |
| 3.3 | World Bonsai Convention – Omiya '89 |
| 3.4 | Saitama Bonsai Village – Omiya |
| 4. | The Philippines |
| 4.1 | Origins |
| 4.2 | The First Stamps |
| 4.3 | The Philippines World Stamp Championship |
| 4.4 | 35 th Anniversary The Philippines Bonsai Society |
| 5. | Other Far East and Oceania |
| 5.1 | Indonesia – Expo '90 |
| 5.2 | Maldiv Islands – Expo '90 |
| 5.3 | New Caledonia |
| 5.4 | Thailand |
| 5.5 | Viet Nam |
| 6. | Africa |
| 6.1 | Ghana – Phila Nippon '91 |
| 7. | Europe |
| 7.1 | European Bonasi Association |
| 7.2 | Monaco – European Bonsai Exhibition 1995 |
| 7.3 | San Marino - European Bonsai Exhibition 1999 |
| 7.4 | San Marino - International Bonsai Exhibition 2004 |
| 8. | USA |
| 8.1 | American Bonsai Society |
| 8.2 | 2012 Bonsai Issue |

BONSAI

This exhibit is intended to show through philatelic materials the history and types of plants on bonsai related philatelic materials from around the world. It begins with China the country where penjing or miniature landscapes originated. In that category, I have included Hong Kong and Taiwan. This art spread to other parts of Asia through trade and immigration of people from China. During the Kamakura period, 1185-1333, it was introduced into Japan. There it evolved into miniature trees rather than landscapes since the range of landscapes in Japan is more limited and it became known as Bonsai. A Jesuit missionary in The Philippines was the first westerner to document seeing this art in 1604 where miniature ficus trees were being grown by Chinese immigrants on hand size pieces of coral. The Philippines has issued more bonsai stamps than any other single country. Similar influences will be seen on the stamps of Thailand and Vietnam.

In the West, the first European language book entirely about Japanese dwarf trees was published in 1902 in French. The first in English work was published in 1940. Japanese dwarf trees were shown in the Philadelphia Exposition in 1876, the Paris Expositions of 1878 and 1889, the Chicago Expo of 1893, the St. Louis World's Fair of 1904, the 1910 Japan-Britain Exhibition, and at the 1915 San Francisco Exposition. The real growth of the hobby outside of Asia began after WWII.

Over the years, large permanent collections began to be increasingly set up around the world. Numerous shows, exhibitions and conventions have become annual events for enthusiasts and the general public. The exhibit will show stamps issued for philatelic events as well as Expo '90 in Japan and European Bonsai Conventions.

Commercially used first day cover for Scott No. 1826 commemorating the world Bonsai Convention in 1989 with additional postage added for air mail to France.

BONSAI

1. China **1.1 Chinese Origins**

The earliest collected and then containerized trees are believed to have been peculiarly-shaped and twisted specimens from the wilds. These were "sacred" as opposed to "profane" because the trees could not be used for any practical purposes such as lumber. Their grotesque forms were reminiscent of yoga-type postures which repeatedly bent-back on themselves, re-circulating vital fluids and said to be the cause of long-life.

Over the centuries, different regional styles would be developed throughout the large country with its many varied landscapes; earthenware and ceramic containers would replace the porcelain ones displayed on wooden stands; and attempts would be made to shape the trees with bamboo frameworks or brass wire or lead strips. Many poets and writers each made at least one description of tree and/or mountainous miniature landscapes, and many painters included a dwarfed potted tree as a symbol of a cultivated man's lifestyle. After the 16th century these were called pun tsai or "tray planting." The term pun Ching ("tray landscape," now called Penjing) didn't actually come into usage until the 17th century.

1.2 Penjing

Penjing are beautifully presented in this 1996 Chinese set of stamps (Scott 2665-2970). Each illustrates a different style originating from the various provinces of China.

Green scenery of Lijiang Glistening Divine Peak Melting Snow Overflows the River Eagle Beak Peak

Most Uncommon Years and Months of One's Life Peaks rising in Rosy Clouds

BONSAI

1. China **1.2 Penjing contd.**

This set of Chinese stamps (Scott 1665-1670) shows single plants in a container which more closely resemble the Japanese style of Bonsai consisting of individual trees instead of landscapes.

Chinese Elm *Ulmus parvifolia* Jacq. Chinese Juniper *Juniperus chinensis* L. Maidenhair Tree *Ginkgo biloba* L.

Chinese Juniper *Juniperus chinensis* L. Persimmon *Diospyros kaki* L. F. Meyer Juniper *Juniperus squamata* D.

1996 Commercial cover from Lhasa, Tibet to Luxembourg featuring the set-tenant pair Scott Nos. 1669-70

HIGHWAY POST OFFICE MOVING THE MAIL

Don Denman

To counteract the loss of Railway Mail Service in rural communities, the US Post Office Department inaugurated the Highway Post Office service in 1941. Like the railway service it was intended to replace, this mail service was based upon the concept of a distribution network capable of sustaining rapid pick-up, sorting and dispatch of mail. Mail processed on the Highway Post Office (HPO) vehicles was transferred along the route to connecting star routes, mail trains, as well as to various post offices in rural communities. This presentation is an overview of the history and development Highway Post Office service and the collectable covers they generated.



THE TRANSCONTINENTAL RAILROAD 150TH ANNIVERSARY

by Tom Krill

May 10, 1869 marked the completion of the Transcontinental Railroad. That was also the year of the 1869 pictorial issue. In addition to being our first issue with illustrations instead of portraits, it also included the first stamp featuring a locomotive. That was the 3 cent value Scott #114 but it was not directly related to the Transcontinental Railroad.

The completion of the Transcontinental Railroad in 1869

ushered in a new era in transportation of goods and people as the country expanded westward. In 1902 a set of stamps was issued to commemorate the Pan American Exposition held in Buffalo, New York that year featuring engineering and manufacturing achievements. The 2 cent value features a steam locomotive and passenger cars Scott #295.

The following was condensed from the BNSF website "A History of Railroad Technology".



Celebration at the completion of the transcontinental railroad. Photo courtesy of Andrew J. Russell





Before the advent of the transcontinental railroad, a journey across the continent to the western states meant a dangerous six month trek over rivers, deserts, and mountains. Alternatively, a traveler could hazard a six week sea voyage around Cape Horn, or sail to Central America and cross the Isthmus of Panama by rail, risking exposure to any number of deadly diseases in the crossing. Interest in building a railroad uniting the continent began soon after the advent of the locomotive.

The first trains began to run in America in the 1830s along the East Coast. By the 1840s, the nation's railway networks extended throughout the East, South, and Midwest, and the idea of building a railroad across the nation to the Pacific gained momentum. The annexation of the California territory following the Mexican-American War, the discovery of gold in the region in 1848, and statehood for California in 1850 further spurred the interest to unite the country as thousands of immigrants and miners sought their fortune in the West.

During the 1850s, Congress sponsored numerous survey parties to investigate possible routes for a transcontinental railroad. No particular route became a clear favorite as political groups were split over whether the route should be a northern or southern one and the northern one was finally decided upon. On July 1, 1862, Lincoln signed the Pacific Railway Act, authorizing land grants and government bonds, which amounted to \$32,000 per mile of track laid, to two companies, the Central Pacific Railroad built eastward from Sacramento and the Union Pacific Railroad built westward from Omaha.

The race between the two companies commenced when the Union Pacific finally began to lay tracks at

Omaha, Nebraska, in July 1865. (A bridge over the Missouri River would be built later to join Omaha to Council Bluffs, the official eastern terminus.) Durant hired Grenville Dodge as chief engineer and General Jack Casement as construction boss. With tens of thousands of Civil War veterans out of work, hiring for the Union Pacific was easy. The men, mostly Irishmen, worked hard and well, despite going on strike occasionally when Durant withheld their pay over petty labor disputes.

Finding workers was a more difficult task for the Central Pacific. Laborers, mainly Irish immigrants, were hired in New York and Boston and shipped out west at great expense. But many of them abandoned railroad work, lured by the Nevada silver mines. In desperation, Crocker tried to hire newly freed African Americans, immigrants from Mexico, and even petitioned Congress to send 5,000 Confederate Civil War prisoners, but to no avail. Frustrated at the lack of manpower necessary to support the railroad, it was suggested that they hire Chinese laborers. Initially it was thought that the Chi-

Ging Cui, Wong Fook, and Lee Shao, who were some of the Chinese workers who put the last rail in place. Pictured here on a float at the 50th Anniversary celebration. Photo courtesy of Amon Carter Museum of American Art Archives, Fort Worth, TX



nese were too slight in stature for the demanding job, he agreed to hire 50 men on a trial basis. After only one month, it became obvious that the Chinese were conscientious, sober, and hard workers.

Within three years, 80 percent of the Central Pacific workforce was made up of Chinese workers, and they proved to be essential to the task of laying the line through the Sierra Nevadas. Once believed to be too frail



"Promontory Trestle Work and Engine No. 2", by Andrew J. Russell. This albumen silver print was taken in 1869. Russell chronicled the Union Pacific's east-to-west progress toward completion of the Transcontinental Railroad. Photo courtesy of the Union Pacific Railroad Museum.

to perform arduous manual labor, the Chinese workers accomplished amazing and dangerous feats no other workers would or could do. They blasted tunnels through the solid granite -- sometimes progressing only a foot a day. They often lived in the tunnels as they worked their way through the solid granite, saving precious time and energy from entering and exiting the work site each day. They were routinely lowered down sheer cliff faces in makeshift baskets on ropes where they drilled holes, filled them with explosives, lit the fuse and then were yanked up as fast as possible to avoid the blast.

While the Central Pacific fought punishing conditions moving eastward through mountains, across ravines, and through blizzards, the Union Pacific faced resistance from the Sioux, Cheyenne, and Arapaho tribes who were seeing their homelands invaded and irrevocably changed. The railroad workers were armed and oftentimes protected by U.S. Cavalry and friendly Pawnee Indians, but the workforce routinely faced Native American raiding parties that attacked surveyors and workers, stole livestock and equipment, and pulled up track and derailed locomotives.

On April 9, 1869, Congress established the meeting point in an area known as Promontory Summit, north of the Great Salt Lake. Less than one month later, on May 10, 1869, locomotives from the two railroads met nose-to-nose to signal the joining of the two lines. At 12:57 p.m. local time, as railroad dignitaries hammered in ceremonial golden spikes, telegraphers announced the completion of the Pacific Railway. Canons boomed in San Francisco and Washington. Bells rang and fire whistles shrieked as people celebrated across the country. The nation was indeed united. Manifest Destiny was a reality. The six-month trip to California had been reduced to two weeks. And within only a few years, the transcontinental railroad turned the frontier wilderness of the western territories into regions populated by European-Americans, enabling business and commerce to proliferate and effectively ending the traditional Native American way of life.



The first stamp commemorating the Transcontinental Railroad was issued in 1944 for the 75th anniversary Scott #922.

Big celebrations are planned to mark the 150th anniversary of the driving of the golden spike. There have been celebrations in the past. Here is a photo of one of them including descendants of the original Chinese workers.



One of the four spikes used at the ceremonial completion of the transcontinental railroad in 1869. It is on display at the Utah Museum of Fine Arts along with two others in their first reunion since the 1869 celebration. They will be on display through June 24

This year many events will take place to celebrate the 150th anniversary, far too many to list here, If you are interested to learn more visit this website <https://spike150.org/events/#schedule>. The post office will issue a set of three stamps on May the 10th as follows from Trains magazine.

Three new stamps in a pane of 18 mark the 150th anniversary of the completion of the Transcontinental Railroad, a massive engineering feat that reduced travel time across the country from as many as six months to about one week and made the American West an integral part of the nation.

Two different stamps feature the Jupiter and the No. 119 locomotives that powered the trains carrying the officers and guests of two train companies to the “Golden Spike Ceremony,” held when the two rail lines were joined at Promontory Summit in Utah. A third stamp portrays the famous golden spike that was used for the historic final connection, and was a prominent

part of the ceremony.

Art director Greg Breeding designed the issuance. Michael J. Deas painted the Jupiter and No. 119 stamps. Kevin Cantrell illustrated the stamp depicting the ceremonial golden spike and did the border treat-



Reminiscent of traditional 19th century oil painting techniques, the three distinct designs of the Transcontinental Railroad Forever stamps evoke the spirit of the era.

Tom Krill is the editor of the Lexington Kentucky Henry Clay Philatelic Society monthly newsletter. He has graciously provided this article to the Smoky Mountain Philatelist. It was originally published in the April issue of the Henry Clay Philatelic Society newsletter.

BEST LAID PLANS...

by Frank Wheeler with Jim Haxby & Randall Chet



An amazing week occurred at the end of April that began with a discussion between our own Jim Haxby and Lee Downer, President of the American Air Mail Society, AAMS. It seemed that a substantial portion of the book inventory of the AAMS was in Appleton, Wisconsin and needed to be moved to The American Philatelic Center in the lovely Victorian village of Bellefonte in the Allegheny Mountains of Pennsylvania.

Hiring professional movers to do the job was prohibitively expensive so Jim volunteered to take care of the move with the AAMS covering the costs. The AAMS would fly Jim and one assistant (yours truly, Frank Wheeler) to Appleton and rent a truck to be loaded with

the books and driven to Bellefonte. Then Jim and Frank would fly home from there. Happily for us this offer was enthusiastically accepted by the AAMS. Who can reasonably refuse an opportunity to have fun, travel all expenses paid AND visit the American Philatelic Center, headquarters of the APS?

The APS facility is in the newly-renovated old match factory in historic Bellefonte at 100 Match Factory Place. It boasts one of the finest and largest philatelic libraries in the world, a stamp shop selling the many donations coming in every day, rooms of displays, a mail room and an authentic 19th century functioning civil war era post office relocated from Virginia. The American Philatelist, the monthly publication of the APS is also published there.

So, you ask, what could possibly go wrong?

Things immediately got off to a rocky start. Last minute circumstances prevented Jim from coming on the trip. Luckily he was able to enlist Randall Chet our esteemed editor to replace him. So far so good. Tuesday April 23 started with rolling out of bed at 3:00 a.m. to catch the 5:30 flight from Asheville to Appleton via Chicago's O'Hare. During a three hour lay-over in Chicago

much enjoyable stamp talk ensued. Such a luxury to be able to talk stamps for an extended period of time without the distraction of 'real life' getting in the way. It was another short flight to Appleton where we would pick up the Uhaul 20 foot truck and meet the loading crew

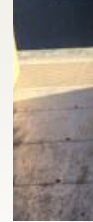
at the storage facility. We would then put our feet up, pour a glass of wine and witness the truck loading at a safe distance.

Things did not go quite as planned...

First, the quantity of books was far more than anticipated. Second, the loading crew didn't show up. So, Frank and Randall were pressed into duty. (Pause for the gravity of the situation to sink in.) As we steeled ourselves to the task



ASHEVILLE, NC TUESDAY 3:30AM



APPLETON, WI TUESDAY 6:30PM



APPLETON, WI TUESDAY 1:15PM

at hand by bravely doing our best Hulk imitations we began to load one 50 pound box of books after another. "Wait! says Randall..." Perhaps we should check the load limit on the truck. This looks like we could be overweight!" After a quick consultation with our calculator we concluded that there were far too many books for our one 20 foot truck with a meager 5,600lb capacity. In fact we would need an additional 26 foot truck to make it to Bellefonte without disastrous results. A transmission puking its guts in bumper-to-bump Chicago traffic did not sound like fun! Randall and Frank's relaxed drive in a single truck listening to all their favorite music

had morphed into two trucks and a 740 mile drive for each of us. That is IF we could get a 26 foot truck on super short notice at 4pm in the afternoon. Frank made a quick call to Uhaul which sent them scrambling for a second truck. Lee Downer grasped the situation immediately and authorized our plan. Uhaul called back with the amazing news that a 26 footer just happened to be at a nearby Uhaul facility — and was available. We had to act fast before someone else rented it. Done! Now, no problem. All that's left to do is load the estimated 7 tons of books BY OURSELVES!

Let's pause for a review. We've been up since 3am, we've been loading tons of books since noon, and now we not only need to finish loading the second truck, but we needed to transfer 2000lbs of books from the small truck to the big truck! Luckily, Greg Schmidt (past president of AAMS) showed up to help as did Lori, the owner of the storage facility. If it wasn't for their help we'd likely still be there. We loaded at the storage facility until 6pm, then went to Greg's house where he had an additional 70 boxes to bring up out of his basement. Finally we got back to the storage facility where we equalized the load between the two trucks (another 88 boxes moved). I'm afraid we were walking zombies at that point.

Of course, that's nothing a good meal, a stiff drink and a good night's sleep can't remedy so we dragged ourselves into the Applebee's adjoining our hotel then retired early for the evening. Rising for breakfast we departed to wrestle downtown Chicago traffic in trucks with blindspots the length of football fields, diving and weaving for exits, getting ourselves separated and eventually meeting back up in western Indiana, the state that gets my vote for absolutely the worst roads. Our hotel in Maumee near Toledo was a welcome destination with a good dinner and a good night's rest.



MAUMEE, OH

THURSDAY 9:00AM



LORAIN, OH

THURSDAY 1PM

We awoke early Thursday for two hours driving before stopping for a genuine Lake Erie Perch sandwich lunch with Randall's lovely mother and aunt in his hometown of Lorain, Ohio. We headed off on our "four hour" final leg to Bellefonte through driving rain and finally arrived at the APS center well past dark. We thankfully dropped off the large truck at the APS loading dock with a warm welcome from Ken Martin, President of the APS, then took the small truck to our hotel, mustered up enough energy to order a pizza, then drifted off to APS sugar plum fairies dancing in our heads. Tomorrow was going to be the BIG day!



BELLEFONTE, PA

THURSDAY 8PM



CHICAGO, IL

WEDNESDAY 1:35PM



BELLEFONTE. PA FRIDAY 8:30AM



BELLEFONTE. PA FRIDAY



BELLEFONTE. PA FRIDAY 1:30PM

And Friday sure didn't disappoint. Promptly at 8:30 an army of APS volunteers went to work unloading our two trucks, freeing us to wander the facility. We spent the full day at the Center, much of it in their stamp store picking up some wonderful bargains. Every day the APS receives donations of collections which are evaluated and offered for sale in their stamp store. Browsing this whole facility is a wonderful experience for any philatelist and we couldn't recommend it more. It is an amazing place with a friendly and helpful (largely volunteer) staff.

Finally the next day on Saturday, April 27, we caught our flights back through Washington to Asheville with another batch of great memories. Truly a most excellent adventure for Frank and Randall!

Finally a big thank you to all who made this trip memorable and successful: Jim Haxby, Lee Downer, Greg Schmidt, Ken Martin and Leonard in the APS stamp store!



PM



FRIDAY 4:40PM



WHO WAS DEWITT CLINTON?

Randall Chet



Funny what little bits of esoteric information we stamp collectors find interesting. I guess it is probably the case with any person afflicted with a collecting bug. My wife sure teases me for the useless trivia I'll offer at just about any gathering. For a few years now I've enjoyed quizzing dealers with the following:

“What person has appeared on more United States stamps over the longest consecutive period of years?”

A few dealers have answered correctly — but not many. Now before we get into the specifics of the answer, let me preface by saying I really did not know the answer *for sure*. I had a hunch, or maybe I read it in a long forgotten column, or maybe a fellow revenue dealer told it to me long ago. Who knows. I have however been on the look-out for the definitive answer to this question.

My *Eureka!* moment came on the plane returning from my trip to Bellefonte. While at the A.P.S., Frank and I spent a day at the library and their overflow bookstore. (You can read about our adventure starting on page 6 of this issue.) One of the books I found was “The Bureau of Engraving and Printing, The First Hundred Years, 1862 - 1962” by Sanford J. Durst.

On page 27 in a section concerning the revenue tax act of July 1, 1862, he states: “Tax paid stamps indicated that the proper tax payment had been made by the manufacturers upon certain commodities in bulk quantity. These were printed in a variety of sizes, usually larger than the customary stamp dimensions, were un gummed, and denoted quantity rather than denominational value. They were used for liquors, tobacco products, distilled spirits, and beer. Probably the best known of this category is the once-so-familiar blue cigarette stamp bearing the likeness of DeWitt Clinton in the classic finger-to-temple pose.”

He continues: "From 1878 until the item was discontinued in 1959, that portrait appeared on more than 490 BILLION packs of cigarettes."¹

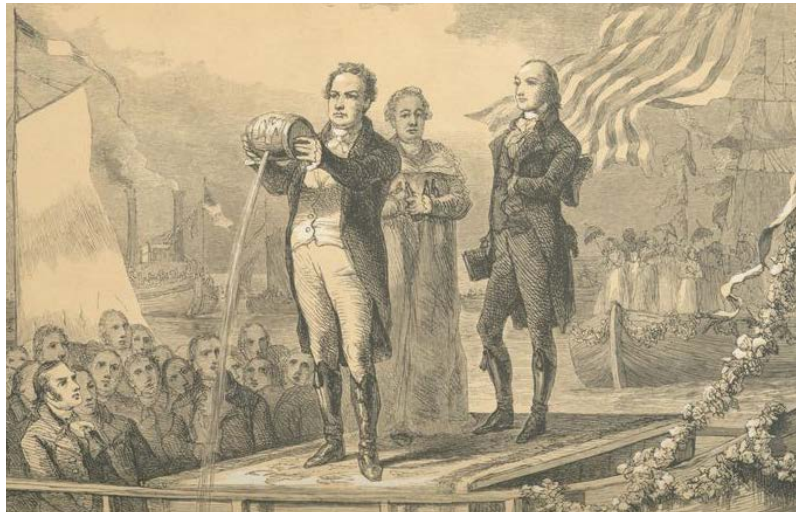
So who was DeWitt Clinton?

DeWitt Clinton was born in Little Britain, NY in 1769, became a Republican (Jeffersonian) attorney, and began his political career in the NY Assembly 1797-1798, and then as a NY state senator 1798-1802. Starting in 1803, he served 10 terms as mayor of New York City, 1803 - 1815. As mayor, Clinton also held office as state senator (1806 - 1811) and lieutenant governor (1811 - 1813).

During his time as mayor, he promoted public education, city planning and infrastructure including public sanitation, and relief for the poor. But perhaps DeWitt's most lasting contribution cementing his place in history, was his determination to link the Northeast coastal trade with the Great Lakes via Lake Erie.

In 1811 he introduced a bill into the NY Senate to appoint a commission to explore suggested routes for a canal across New York state. Funding for what became known to detractors as "Clinton's Ditch" had to wait until after the war of 1812. Clinton went to the state capital at Albany, urging acceptance of a detailed canal plan. After much persuasion, the legislature agreed to finance the canal as a state project (April 1816) and appointed Clinton to the commission.²

He was elected governor of New York and served almost continuously (1817-23, 1825-28) until his death. In his capacity as Governor he was able to break ground for the construction of the Erie Canal on July 4, 1817. Governor Clinton celebrated the canal's opening on Oct. 25, 1825 with a triumphant trip on a barge from Buffalo to Albany. Following 15 years of promotion, cajoling and convincing, as well as the enormous task of digging the Canal and building its locks, the



DeWitt Clinton mingling the waters of Lake Erie with the Atlantic.

project was finally completed. The Erie Canal is still there today, a memorial to the founder and supporter of the Canal. DeWitt Clinton passed away while still Governor of New York on February 11, 1828. He was interred in Greenwood Cemetery, Brooklyn, N.Y. During his last term as Governor he continued to promote public education, manufacturing, and legal reform for the entire State of New York as he had previously done, as Mayor of New York City. Throughout his political and governmental career he also strongly promoted the abolition of slavery.³

With the completion of the Erie canal, settlers poured into western New York, Ohio, Michigan, Illinois and Wisconsin. Goods were transported at one-tenth the previous fee in less than half the time. Barges of farm produce and raw materials traveled east, as manufactured goods and supplies flowed west. In nine years, tolls had paid back the cost of construction.⁴ Perhaps a grateful bureaucrat at the 50th anniversary of the opening of the canal decided to memorialize Mr. Clinton with his own stamp. Or 490 billion of them.



Grand Canal Celebration 1825. View of the fleet preparing to form in line. The view is of New York Harbor from Battery Park.⁵

References:

1. Durst, Sanford J., Bureau of Engraving and Printing, The First Hundred Years, 1862 - 1962, Numismatic Publications, p. 28
2. www.britannica.com/biography/DeWitt-Clinton-American-politician
3. www.newnetherlandinstitute.org/history-and-heritage/dutch_americans/dewitt-clinton/
4. www.history.com/this-day-in-history/erie-canal-opens
5. The Miriam and Ira D. Wallach Division of Art, Prints and Photographs: Print Collection, The New York Public Library.

SHOWS & EVENTS

• **June 7th, 8th, 9th** Raleigh, NC
Coin, Paper Money & Stamp Show
The Exposition Center
NC State Fairgrounds
(1025 Blue Ridge Road, Raleigh, NC)
Fri & Sat: 10 - 6, Sun: 10 - 3
www.RaleighCoinClub.org

• **June 22nd & 23rd** Asheville NC
Stamp & Postcard Show
Comfort Suites Outlet Mall
890 Brevard Road
Asheville, North Carolina.
Sat: 10 - 5, Sun: 10 - 4
Contact: Cary Cochran, 800-560-5310

• **June 22nd** Brighton, MI
Sterling Kingbrook Summer
Sale Auction 2019B 1 pm
Sterling Kingbrook Auctions
455 E. Grand River, Suite 103
Brighton, MI 48116
Mark Vervaeke, 810-220-6000
SterlingKingbrookAuctions.com

• **July 27-28** Charlotte, NC
CHARPEX 2019
Worrell Bldg
Central Piedmont Community College
1228 Elizabeth Avenue
Charlotte, North Carolina 28204

Sat: 10 - 6, Sun: 10 - 4
Gene Zhiss, signup@charpex.info
Phone: 704-553-8110
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CASE #389 – THE FAMOUS ORANGEBURG COIL

Four or five years ago at a stamp auction in upstate NY, I bought a junk lot (shoebox full) of glassines and loose stamps. The mixture was heavy on Washington/Franklins so I took a chance as that is my favorite series. I found the stamp pictured below in a glassine of mixed denominations, and it jumped out at me as a perf 12 coil. Is it for real? Below is a really nice picture of the stamp.



The second interesting thing: this stamp has BLUE paper adhesions on the back. Most known Orangeburg covers are BLUE, so this ticks an important provenance box also. It is the same color blue as known covers from Bell.



The third box to tick: does it have a single line watermark? Yes it does. No imperforate three cent stamps have a single line watermark. It is not an imperforate stamp with perforations added.



Fourth: the perforations. Do they look real? An overlay shows that they are of proper gauge and appear correct. See overlay with genuine perforations. So if it was faked, it was from a #375 with the top and bottom perforations cut off.

Fifth: this coil comes in one very distinct deep purple shade. I compared it in person to two certified copies at a show in December, and the shade is a dead on match. This often eliminates many of the fakes.

The Orangeburg coil is a perf 12 coil, single line watermark. It is extremely rare because only a few coils were produced. All were sent to the Bell Pharmaceutical Co., in Orangeburg NY and almost all were used on BLUE envelopes in which they sent pharmaceutical samples to customers. They were sent first class hence the wavy cancel.

Because Bell sent samples in the envelopes these stamps often have wrinkles or faults as there were objects in the envelopes.

I have struggled with this stamp for the past several years, because could I really have found such a rare stamp in a JUNK lot? It always ticked several boxes for me, but I finally took it to two shows last December, and posted it online for comments. *The first test was:* Are the edges parallel? The picture here shows two parallel gridlines in yellow. As you can see, the edges are parallel. A good start – the top edge looks a tiny bit uneven in center, but the stamp has a small crease there so it is not a problem in my opinion.



Lastly: Is the cancellation correct? The Orangeburg wavy cancel is very unique – the waves have unique spacing and angles. I overlaid a known genuine Orangeburg coil cancel on top of my stamp to see how they line up. As you can see in the final picture – They are a beautiful match. This diagnostic usually eliminates 90% of the fakes as you cannot fake the Orangeburg cancel.



At the time of press – my stamp was still with the PF for authentication – We are at business day 40 now so I am just waiting for the call.

Coil varieties are super interesting and can be super rare. If this coil is genuine it will be the crown jewel of my Washington/Franklin collection. I will update everyone in the next issue to Authentication.

Happy Hunting - Scott



HAVE YOU HEARD THE TALE OF THE \$1250 #1363? ME NEITHER!

Robert Taylor

When I'm performing appraisals, it continues to amaze me what gymnastics some clients go through in determining a stamp's value. 95% of the time, they do not know how to value a stamp they are investigating. During the appraisal process, one comment I always hate to hear is "I spent some time on the internet trying to figure out what these are!"

Not being stamp collectors for the most part, they are unaware of the many factors that go into determining an actual ballpark value for a stamp. They are not familiar with watermarks, grills, perforations, centering, mint or used, faults, etc. Invariably, if they manage to actually find the stamp they are looking for on a site such as eBay, the price ranges differ tremendously. If there are 60 different listings for that stamp ranging in list price from \$1.00 to \$175.00, guess what value they assign to their stamp? Drum roll...yes, obviously, the stamp HAS to be worth \$175.00! Mr. client now begins to see many dollar signs. Unfortunately, this occurs very often and I'm quite used to it. It's also the same situation I find when appraising coins.

Two weeks ago, I met up with a client one rainy morning. He had 1,000's of stamps almost all used with some even stacked as bundle wear. As I scanned his material, he had selected some and placed them in the familiar 12 pocket Vario coin sheets. All were used and very common.

One stamp in particular he had "researched" on an internet site that I had never heard of. Underneath the stamp, he had written \$1,250.00 as to its value. The stamp in question is Scott #1363, the 6 cent Christmas stamp from 1968 titled "Angel Gabriel from the Annunciation".

Oh boy I say as I realize this will be either a very short appraisal or two more hours of drudgery! I told him that particular used stamp has very little value. Since he was now a Doubting Thomas and very skeptical of my comment, I pulled out my Mystic U.S. Catalog. I'm now never without this catalog for such an occasion. It's invaluable to show clients what Mystic is selling a particular stamp for (and normally, higher than you can purchase one on eBay, Hipstamp, from a dealer etc.). I showed him the stamp in Mystic's catalog. He agreed that it was the stamp he was holding. Mystic's used price is 15 cents!

My client was not a happy camper!

I spent 20 more minutes trying to console my client that he cannot retire on what stamps he had for sale. He did have some early 1900's postcards plus some early 1900's Hendersonville newspaper photos with articles that I offered on but he clearly was disillusioned and not in the mood to sell them to me.

We parted ways amicably. He mentioned he had a much larger batch in Florida that he needs to retrieve and bring them back here. He will call me when he has them here.

Truth be told, I'm not excited about receiving his phone call but I will meet him again because sometimes, rarely, you just never know what they'll offer.

Keep the faith! — Robert

